

*Are You Dividing Your Property With Aliens ?*

April 9<sup>th</sup> 1921

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# Leslie's



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Oh my heart cries out.  
They feed it nothing but  
corn and hay.  
I am going  
to write  
to Judge  
about  
it

Oh, you can't get  
Judge mad  
about that

DON  
HEROLD



## Judge isn't mad about anything!

Of course, there *are* a lot of things that get on Judge's nerves.

For instance, there is the hard life that circus zebras are made to live. A lady once called our attention to it. They have to get up early in the morning, march in the parade, stand up and emphasize their stripes at two performances daily, travel all night on a train without any sleep and do the same thing all over again the next day. That makes Judge's blood boil.

And jimpson weeds! Oh, how Judge hates jimpson weeds—secretly.

Onetime Judge made a list of the provoking things in

the world, and there were 25,670-424,231 of them. Then Judge studied all the available statistics on the possible production of white paper, and thought, "What's the use to try to reform the world with so little white paper at hand?"

Judge decided it would be much rarer just to try to be as pleasant as possible. Though that is a high mark to set. There are so few things left to be intelligently pleasant about.

Send a dollar for 10 trial weeks of Judge, and Judge will make only one condition. It has just got to make adverse mention now and then of—well, you know.

L 4-9-21

**All Right  
Judge:**

225 Fifth Avenue  
New York City

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only—ten weeks for  
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that you send me **Judge** be-  
ginning with the current issue,  
10 numbers in all. I enclose  
\$1.00

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**Now \$64**

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1044 Oliver  
Typewriter Bldg.,  
Chicago, Ill.

Canadian Price, \$82

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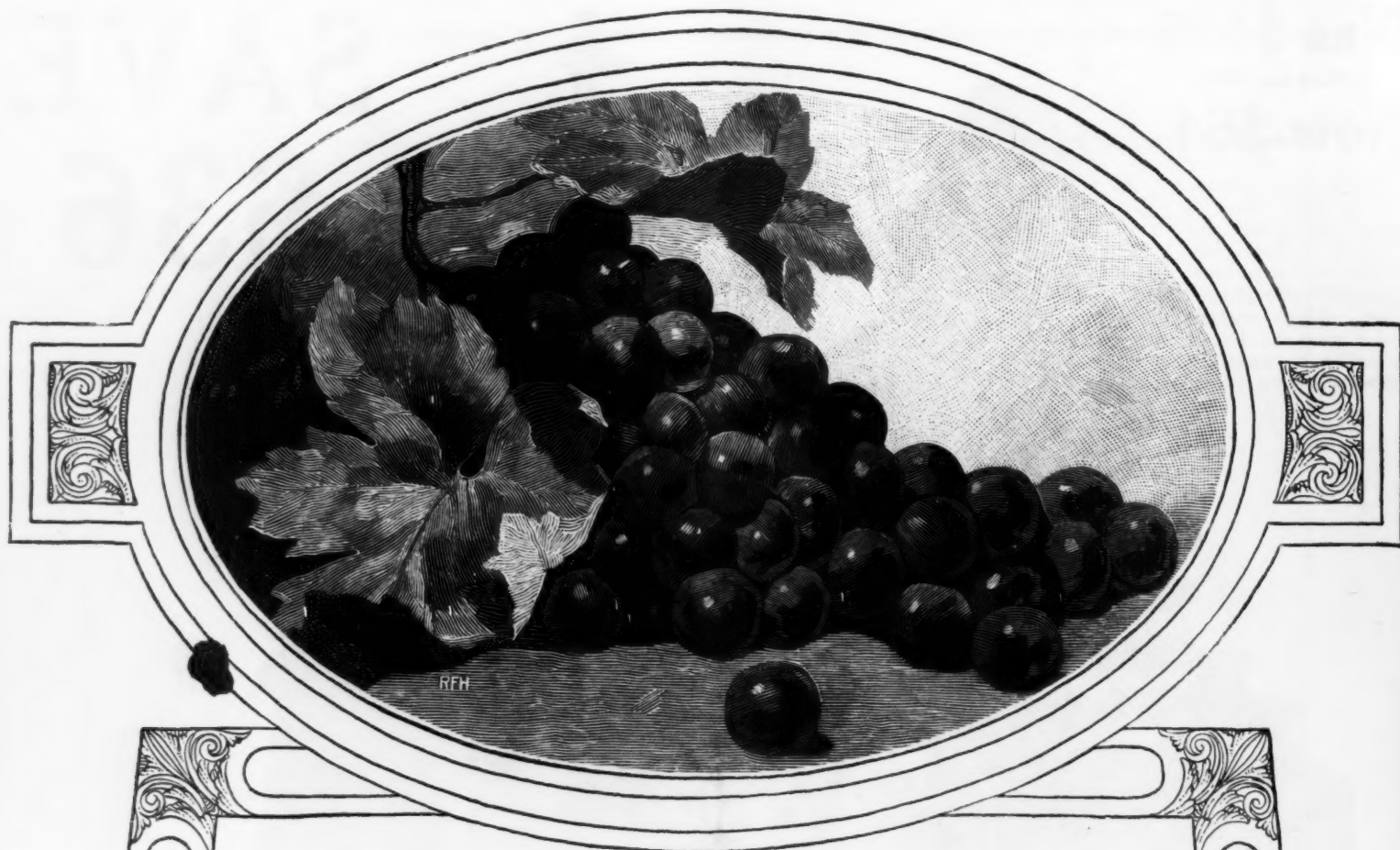
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# Leslie's



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THE OLDEST ILLUSTRATED WEEKLY  
NEWSPAPER IN THE UNITED STATES

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An attorney walked into his office and said: "I have come to get a settlement in the case of the Italian who was killed in your yards last week. I represent the Italian Consulate at Chicago."

## Are You Dividing Your Property with Aliens?

By CHESLA C. SHERLOCK

Author of "Is There Too Much Jawbone in Your Business?" etc.

Illustration by LEJAREN HILLER

**A** FEW weeks ago, in a central-West manufacturing establishment, workmen were engaged in sorting and handling old iron and junk before it was sent to the furnaces for melting. One, an Italian, was caught in the fall of a heavy iron wheel. He suffered internal injuries and died within a week. He had no relatives in the United States. The only person who seemed to know anything about him was another Italian to whom he had confided. This man said Tony had a wife and two children in Italy.

Under the workmen's compensation law, the employer paid the expenses of the funeral, as he was required to do, and considered himself fortunate in getting off so easy. He was just congratulating himself on the fact that the victim was an alien instead of an American citizen, when an attorney walked into his office and said:

"I have come to get a settlement in the case of the Italian who was killed in your yards a week ago. I represent the Italian consulate at Chicago."

"Settlement?" the employer echoed. "Why, I buried the man. What more do you want? It was proved that he had no relatives in the United States, and no one dependent on him for support. I consider the case settled."

"But he has a wife and two children in Italy. What about them?" the attorney asked.

"Mere rumor," parried the employer. "Every one of these foreigners has a family in the old country, when something happens to them! How do I know Tony had a wife? How do I know she was dependent on him? We

found no evidence that he had ever sent her a cent of his wages. He had \$2,000 in the bank, but never once had he sent a penny to his wife, that we could discover."

"In fact, I should like to ask why I, as an American employer, should be called upon to pay money to this wife, even if she was dependent upon Tony and he sent her money regularly? She is an alien. She has never been in America; she has never contributed one jot to our society. Why should I divide my property with her, under these circumstances? I can see no logic whatever in paying compensation to non-resident alien dependents."

The attorney pulled a long document out of his pocket and spread it out before the employer.

"That is why I am here—to prove that Tony had a wife and two children. This is my authority, from the Italian Consulate. It states that certified records are being prepared in Italy to prove marriage and dependency. In the meantime, you are notified that claim will be made for compensation to this alien dependent. Papers have been filed in the office of the Industrial Commission. This is a copy of the claim."

Briefly, the claim asked compensation in the amount of \$4,500 for the dependent wife and children of Tony. The employer carefully read his copy of the law again. Nowhere did he find reference to the fact that compensation was to be paid to alien dependents. He recalled that certain States specifically provided that aliens were to be compensated. Since his law failed to mention the subject, was he not justified in assuming he was under no liability? Furthermore, he doubted whether

the Italian's friends could prove actual dependency existed—that Tony had sent money to his wife regularly.

Feeling himself to be right in the matter, and recognizing no moral or legal ground upon which alien citizens could compel him to divide his property with them, when the law was silent on the subject, the employer fought the case. He lost—\$4,500, plus attorney's fees and court costs.

**T**HE workmen's compensation acts first stood the test of American courts in 1910. Since that time they have been adopted by all the States with the exception of seven. Likewise, the Territories of Hawaii, Alaska, Porto Rico, the Canal Zone and the Federal Government have all adopted workmen's compensation acts.

What does this all mean? What is behind this movement? Why should injured workmen be compensated?

The compensation acts were adopted to correct certain evils of the common law. Under the common law, if an employee was injured while at work, he could not recover damages from the employer unless he went into court and proved the employer was to blame for the injury.

In other words, the basis of recovery was fault—find out who was to blame, and the law would assess damage against that party. It mattered not under the common law that an accident happened; unless that accident could be traced to the employer, the workman had to bear the loss of his earning capacity as best he could.

(Continued on page 392)

A CONSTANT roar came up from Gatun cut, the blended noises of working steam-shovels, hoisting engines, dinkys, cranes, star drills, channelers—a complex assortment of machines and equipment. Among the seeming chaos worked men—white, yellow, black—singly and by groups, coming and going and standing still, upon and in the machines, under them, between, and around, and away, from them.

Greasy American engineers, runners, and skimmers sweated and cursed the muggy heat; khaki-clad, beleggined foremen pawned their souls in oaths as they drove numb-brained West Indian blacks to their tasks; gangs of sash-belted Gallegos and Salamancans threw track to the high-pitched yells of the *gritadores*, buckets of cement and skips of rock came down silently from the maze of electric cableways overhead and dumped with a clatter into the steel forms at the upper end of the locksite.

Not only were they digging a gash through the hills in which to place a double set of locks, each set 3,000 feet long by 110 feet wide, and as deep as a four-story building, but already they were laying 8,000 cubic yards of concrete a day of the 2,000,000 yards the job required. And what appeared like chaos was really order refined to the last degree.

Gatun was beating the estimated time on every job. Nor was it Sibert who caused this, though no bigger nor squarer man held a colonel's commission on the zone, nor a wiser engineer ever made an estimate. An *esprit de corps*, a grim patriotism, a never-say-die sort of thing was urging the Yankee tribe forward. Other nationalities were either swept onward by the momentum, or were driven to keep the pace by oath and kick. World's records were being broken, re-broken, doubled, in the movement of dirt and rock, the laying of track, the battering of rivet heads, pumping and drilling—everything!

The job was being worked from the upper, or what was to be the lake end (when the lake was conjured into existence), toward the lower end leading into a portion of the Old French canal, where sea-going dredges and mudsuckers were at work feverishly. Concrete was being placed on the extreme bottom of the upper end, around the forms for the sixteen-foot culverts which would underlie the finished locks. Just below this channelers were cutting for other culverts, and locomotive cranes were scooping out the stiff clay with orange and clamshell buckets. On a still lower level were steam shovels digging to grade, and just beyond them the ground shot abruptly upward on a very steep slope to the natural topography of the country, which continued for a short distance, to the partly finished stretch of sea-level canal.

Up this slope ran several lines of railroad which converged into a single track on what was the original location of the Panama railroad. The grade from the bottom of the cut up the incline was steep and varied almost daily, due to change, but usually averaged about the pitch of a cottage. Up and down this slope crept a continual stream of engines and cars, and self-propelling machinery of many other kinds, regulated to a certain degree by negro towermen, or lookouts, perched on some high spot with flags. Such was a general line-up of the job; it lapped over and welded together amazingly in its details.

AT the top of the grade, on a short spur track angling off sharply, a huge locomotive crane was reaching down, gouging out dirt and dumping it to one side. The cut it was burrowing was at right angles to the canal location and would hold a coffer-dam to keep back the Caribbean sea, when the dredges had finished up to the point. The engineer of the crane was a diminutive, youthful appearing man, weighing less than 100 pounds. His hair was light, towy; his eyebrows were like wisps of cotton. Dark freckles covered his red face. Judging from externals, he was a sorry specimen of humanity. Yet men who judge altogether by externals are, more often than not, mistaken. However, a shrewd observer would have looked a second time at the glint in his cold, gray eye, and at the under jaw which snapped shut on the chewing-gum with almost animal ferocity.

This was "Whitie" Larue, who had drifted in from the States several months before, and soon had become known as an expert crane-runner. Cranes are complicated affairs, hard to handle. The entire superstructure of one is cluttered with engines, drums, levers. The bed is a heavy case of iron and steel, filled with cement to give it weight. On this heavy running gear the top, or turret, swings in a complete circle at the will of the operator. The long boom is arranged to be moved up and down, to lengthen or shorten the radius of the lift. Steel cables run out along this boom, and through sheaves at the end, from the drums of the "holding" and "closing" lines. Also, the machines will travel on their own power at a swift pace. A good crane-man can operate

# That Incident at Gatun Cut

A Story of Men and Machinery with a  
Dramatic Kick in It and an  
Unexpected Climax

By EDGAR YOUNG

every movement of the machine simultaneously. For instance, he can drop his orange-peel bucket and start it closing, begin winding in on both drums; in the meantime direct the lift of the load diagonally, and, if he is dumping at some distance away, start the machine forward or backward. At the moment he is over the dumping spot he kicks off the foot brakes, dumps the load, and reverses the machine. When his bucket touches the ground again it is closing on its next bite. This requires skill, otherwise the machine goes to the shop with something stripped.

Whitie had made an improvement which added a good ten per cent. to the general efficiency of his machine. He had put a narrow seat behind him, upon which he slumped back now and then to get both feet off the floor at the same time. Thus he had the use of both foot-brakes simultaneously instead of one, and consequent control of both holding and closing lines at one time. Men with whom he raced had been quick to realize his advantage and had made similar seats for themselves.

For some time Whitie, working steadily, had been moving a great quantity of dirt, picking up, slewing around and dumping a yard and three-quarters of earth twice a minute. His conscious and subconscious mind was entirely occupied with the task, when a supervisor clambered aboard and stood beside him. Whitie shut off and gently dropped his bucket on the ground.

"Jim says bring your crane down and help 'Baldy' and 'Windy Red' on them upper culverts. Concrete gang is crowding us," blurted the supervisor.

"O. K.," snapped the crane-man.

He turned to his 'Bajan fireman who stood at the boiler door, slash bar in hand.

"Simmons."

"Oh, yass, white chief."

"Take an end wrench and unclamp the closing line from the bucket and take it underneath and make a hitch of the rear brake rods."

"Yass, Baas."

Soon the big machine was creeping out along the spur, boiler ahead and boom behind. At the junction of the spur with the track leading down into the cut Larue shut off and stopped. He swung down and crawled beneath to inspect the nuts on the clamps which held the cable around the brake rod. These he jammed still tighter. Returning to his station he sent his helper ahead to man the hand-brake at the front. As he stood there, tense and expectant, waiting for a clear signal from the towerman it began to rain in a steady drizzle.

Several pairs of eyes were upon him. Jim Adams working on the culvert excavation was fretfully

**HIS** name was "Whitie" Larue. At least that's what they called him when he was helping to dig the "big ditch" at Panama. What his real name was nobody knew, and nobody cared. What everybody did know, however, was that "Whitie"—ugly, diminutive, tow-headed "Whitie"—was a man's man who could hold down a man's job and who wasn't afraid of hard work. And everybody who had ever glanced once into his cold, gray eyes, or noted the set of his under jaw knew, too, that in a pinch he could be relied upon to do the right thing at the right time.

There was one thing, however, which nobody who knew "Whitie" suspected. It was one of those things that he was most willing to forget, but which certain gentlemen "back home" were decidedly anxious to remember. What happened when, at a dramatic moment of his career, the shadow of the long arm of the law fell upon him, Mr. Young here tells in an unforgettable sketch.

wondering why the delay. The negro switch-tender eyed first Whitie then the towerman on a platform high above. The towerman himself, a former lawyer from Trinidad, was figuring a move for Whitie between trains. Also, two men in slickers stood silently waiting, with decidedly more than idle curiosity. They were on the point of going up, when they saw the crane creep out along the spur and make ready for the descent.

At last the towerman waved, the switch-tender threw the switch over, the big machine crept on past the points and headed down the incline. The traveling gear was thrown out and the engines were set straining on the drum of the closing line which forced the brakes tight against the wheels of one set of trucks. The negro fireman with a short length of wood was jamming the other set of brakes on as tightly as he could. All went well for fifty feet or more, to where the grade descended abruptly.

The heavy machine appeared to hang poised for an instant, then shot forward with increased momentum. The wooden clutch blocks had slipped on the closing line drum. For a mere second they spun idly, but enough. Larue gritted his teeth and yanked the controlling lever harder into place. The blocks smoked from the friction, then shrieked as they took hold. The machine had jumped a hundred feet down along the track, when there was a loud snap. The steel cable parted. Simmons, the black boy, was thrown headlong from the crane to the ground.

Whitie swung far out and peered down the track. His cap flew off and his face grew white behind the yellow freckles. His thoughts, trained to quickness, now came like lightning. The monstrous catapult was leaping forward with the speed of an express. A wail of warning whistles arose from the cut as men saw the runaway coming. Whitie had come a thousand feet. Another thousand would send him into the men and machines on the bottom of the lock site. Several engines and cranes were spotted at the extreme end of the track, down which he was speeding.

He sprang quickly to his place, swung the boom out at right angles and began booming up and down jerkily, trying to turn the machine over. It rocked back and forth dangerously, but clung to the rails. Failing to derail the careening demon Whitie swung the boom ahead, and dropped the big orange peel bucket on the track ahead. The crane slackened for an instant; there was a grinding crash, a ripping of ties and a spinning of the drum as the cable reeled off. Still the runaway held the rails. The bucket had been battered through the ties.

Seizing a short length of heavy chain, Larue ran to the forward end of the crane and swung down upon the drawhead. Squatting there, and reaching down to the wheels he swung the chain back on the rails. There was a sharp snap; sparks flew. The front trucks leaped upward and onward, but landed back upon the rails. Another try. This time the wheels missed the rails.

The trucks ripped through the frail wooden ties and the forward end of the crane buried itself in the soft earth. The rear end uplifted with a mighty tremor, the giant crane turned a complete somersault and came down a twisted mass of iron and steel to one side of the tracks.

The boom and the superstructure had been stripped away. A mighty cloud of steam arose as the boiler burst loose from its fastenings and rolled away. A terrific crunching and the mass that had been a crane came to rest a scant two hundred feet from the beginning of activity on the bottom of the cut. Men had been dashing about in a frenzy of excitement, and the one pair of narrow stairs leading up the sheer cut walls was swarming with them. Now all turned and headed for the wreckage.

As they neared it an apparition came groping out from the smoke and steam. His clothes hung in shreds. Dirt and grease covered him. He had gone under the machine when it upended and miraculously lived to tell it. He was groggy from the experience and befuddled by dirt in his eyes, until they came up to him. Then he grinned weakly, slumped down on the ground, for he was badly shocked, and lay there chewing his wad of gum, which, by some miracle, he had retained in his clamped jaws. A round of cheers went up from the canal diggers. This man had grit.

The two observers in slickers turned and started away. They walked steadily to the stairs and mounted to the first landing where turning, they looked upon the scene again. The heavier of the two—with close-set, black eyes, grinned ruefully.

"I wanted that bird, and I wanted him bad. I'm a 'go-getter' and I've done some hard trailing to find him here at last. I'm with Pinkertons seventeen years, and I never lost my man from no cause. I wonder—"

The Zone Gum-Shoe tapped his companion on the arm. "Aw come on! Our lieutenant is needing a good man and the pay is bang-up. Be human, one time."

The big man rubbed his hands and chuckled as they turned and trotted up the stairs.



# Making Your Own Sunshine

By Dr. FRANK CRANE

**E**VERYBODY just naturally loves sunshine. And sunny faces, sunny people and sunlit souls, even better than sunshine itself.

Of all the admirable heathen, the most enviable are the sun worshippers. For if one is to worship something in Nature, what better candidate for his adoration could there be than that splendid eye of light, whose intolerable brightness fills the day and lights man to his labors, and whose outstreaming energy is the source of every known earthly force?

All material things are symbols to the mind of man. The soul feeds on the universe. The spirit in man browses among the stars. And from the sun and its shine we get the outward sign and sacramental image of our dearest heart's desire—Joy.

Light stands for joy. Sunlight stands for cheer. And the whole citizenry of earth is a-hungered and a-thirst for cheer.

In an atmosphere of cheer we lift up our chins, life blooms in us, as flowers in the sun, while in gloom we droop as cellared shoots, we "dwindle, peak and pine."

Since sunshine, then, is so paramount, how shall we have a constant supply?

Fate is not always favorable. Friends are not always encouraging. Business often slumps. And events are quite as likely to be drab and depressing as pregnant with hope.

There is but one thing to do. We must make our own sunshine.

We cannot depend upon the market. Fortune is too fickle and friends too frail.

Like as not disaster may be stepping toward us. Rain may be due today. Around the corner trouble may be waiting.

Our only happiness insurance, therefore, is to be independent of externals.

It is to make our own sunshine, carry our own joy, have our own cheer-machine equipped with a dependable self-starter, so that come evil or come good we shall be secure against the plague of darkness.

And this we can do.

The best sunshine is home brew, and every one of us can make it.

Provided—for, of course, there is always a qualification.

Provided we have two things.

First, sense enough to see it and believe it. And, second, self-discipline enough to do it.

And first, we have to see it. For we must realize the fact that sunshine starts within ourselves, and if there is none there, all outside sunshine will do us no good.

This is nothing new. It is as old as the oldest philosophers. It was noted by Confucius and observed by Socrates. It was taught by Christ and repeated by Emerson and Maeterlinck.

But old as it is, every generation has to learn it over again. We continue to look around us for the brightness, though all the while it is within us—or nowhere.

So we are not asked to believe some new-fangled doctrine of modern faddists, but simply to see the oldest discovery of the wisest men.

Now, therefore, if we have sufficient self-

discipline, and are not flabby and weakened by self-indulgence, let us gird up our loins and find the sunshine.

How?

By thinking sunshine thoughts, first of all. We can control our attention. We can refuse to look at gloomy pictures and turn to bright ones. We can run away from the pursuing morbidities. We can laugh down silly premonitions.

We can set our faces toward the East.

We can build our house on the sunny side of the hill.

When the fogs engulf us we can move up the mountain.

The deepest and most disposing of all thoughts is the thought of God.

That is the Thought of Thoughts.

Whatever be your religion, or lack of it, you have some sort of notion as to what kind of a Being the Almighty is.

And as to that—one word.

Whatever your God may be, let Him be your Friend.

Stick to the belief that in all your career, He is well disposed toward you.

No idea so streams with light and cheer as does the conception of a Friendly God.

Think also thoughts of success. Make no pictures of failure to your mind. Do not allow yourself to dwell upon humiliations and sorrow.

Steadily, persistently, determinedly turn ever away from the dark side of things and think sunlight.

Again, let us seek sunshine, be sunshine hunters. For as a rule we find what we look for in the long run.

Let us not expect trouble. When it comes, give it its tribute of surprise.

Even if they say the sun shines no more, we can keep our windows open. It might shine any time.

To qualify for a sunshine-carrier, let us begin at the foundation and cultivate healthy bodies; be good, clean, sound animals.

Then let us purge our minds of all thought-dirt, such as superstitions, premonition suspicions, doubts, hesitations and fears. Let us fill up the intellect with clean truth.

And then let us sweep and dust our hearts, casting out all fetid envies, hates, grudges and contempt.

Let us fill up on love, find something to love, and some one to love us, if it's only a dog.

And above all let us hold to the very essence and substance of sunshine, which is faith.

Not alone faith in God, which is beautiful, but more especially faith in our fellows, which is both beautiful and warm.

Believe all men are fair.

Believe all women are good.

Love! Believe! Trust! And Smile!

And so out of you will pour sunshine, not only to light your own feet, but to shed its glow and comfort upon all whom Fate leads to meet you.

Live in the sunlight!

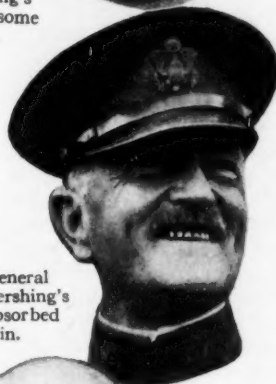
And if there isn't any, make your own!

But the matter should not be decided wholly upon considerations of self-interest. If sun-

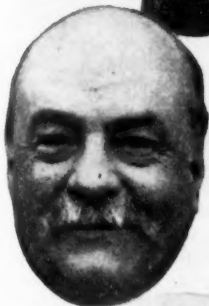
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President Harding's wholesome laugh.



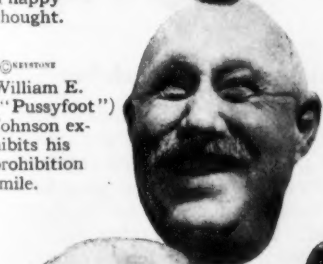
General Pershing's absorbed grin.



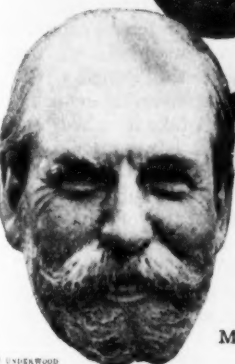
President Nicholas Murray Butler of Columbia University is pleased.



J. Pierpont Morgan has a happy thought.



William E. ("Pussyfoot") Johnson exhibits his prohibition smile.



Mr. Hughes's broad, bearded smile.



Ex-Secretary of War Baker registers delight.



"Fatty" Arbuckle's normal expression on and off the screen.



Charles M. Schwab's thoughtful smile.



"Doug" Fairbanks displays his happy trademark.



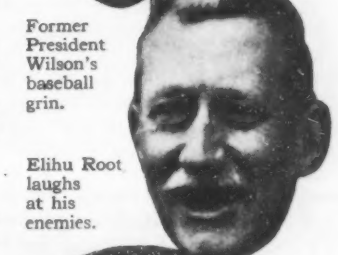
Carpentier, the French Boxer has a keen sense of humor.



Marshall Joffe's reminiscent smile.



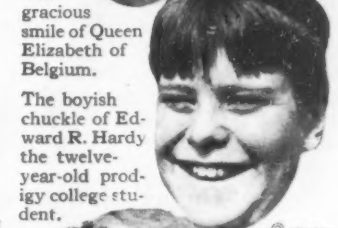
Former President Wilson's baseball grin.



Elihu Root laughs at his enemies.



The gracious smile of Queen Elizabeth of Belgium.



The boyish chuckle of Edward R. Hardy the twelve-year-old prodigy college student.



Mrs. Harding's anticipatory smile.

# EDITORIAL

PERRITON MAXWELL  
EDITOR



JAMES N. YOUNG  
MANAGING EDITOR

FOR AMERICAN PROGRESS, AMERICAN IDEALS, AMERICAN SUPREMACY

## The Monroe Doctrine

THE belligerent juxtaposition of Costa Rica and Panama is the basis of a reasonable assumption that our own Monroe Doctrine—an American League of Nations—has endured because of a desire for international amity.

Instead of precipitating a crisis the Monroe Doctrine created a precedent of harmony. Instead of showing the decrepitude of age, it still looms with the massive authority of a battlemented tower imparting dignity and security to the neighborhood. It is already older than any other analogous state paper in history, enduring longer than the Salic Law or the Pragmatic Sanction. It is an unbroken promise and a fulfilled hope. The fledgling republics of Monroe's solicitude have grown strong under the pinions of the Eagle, and the vultures of the sword have not made them a prey.

At one stroke the Doctrine delineated the course of history for ages yet unborn. No other parchment so signally reflects the character of a nation, or exhibits the sagacity and intellectual power of a generation of polished public men. It is the masterpiece of strong and keen faculties which made such contributions to the store of political truth that the theory and practice of government were reversed.

It removes a continent from competition with Old World ambition. It subordinates no people, requires no suzerainty, and the paramount interests of the United States intervene only when, in the evolution of one free republic, there is interference with the equal freedom of another.

The classic statesmanship of the Doctrine has taken shape in the national mind with the immovability of the crested columns of the Capitol, buttressed with adamant, luminous with the splendor of the genius which created it, and eloquent with the power of the government which maintains it.

## "Object Matrimony"

THE frank avowal of woman suffrage leaders that marriage still is the main object of woman's life confirms biology. Trepidation lest woman would throw off all social restraints with political equality, trample on convention and defy decorum, disturbed the poise of those who oscillate with every breeze of nonsense. The official assurance comforts the race and re-inforces nature.

Nothing can halt progress and prosperity, nor "dull the edge of husbandry," so long as women seek the wedding veil. Vainly business will growl that stenographers marry when office-broke. We will greet callously the school board's plaint that teachers marry, and that school terms are but intervals between girlhood and the altar. Supinely parents must gaze upon their children seizing mates and whirling away into destiny toward homes of their own. The woman-hater croaks, and a few pulpiteers point dismally to the divorce statistics.

But the glad world chuckles as marriage serenely operates its own laws of supply and demand, refusing to disapprove the habit of staying married, despite old Dr. Johnson's dictum, "second marriages are the triumph of hope over experience."

We think we legislatively regulate marriage; and we also think we regulate women. Several legislatures have commanded science to invade its sanctuary. The wise men prudently retreated when they discovered a love temple instead of a pest-house.

All this frank discussion of marriage is sound public policy. It popularizes romance, disseminates affectionate facts, and manufactures rapture. And it may encourage those bachelors who pay income taxes on three billions to form a working partnership with the spinsters who pay taxes on one and three-quarter billions.

## The A. F. L. Platform

THE platform of the American Federation of Labor is a document of admirable literary declamation. As a rhetorical thesis upon which to rest the claims of a policy, it has all the formidable lucidity of an ultimatum. Yet it is logically feeble because it is the half-caste offspring of two pure-bred premises, either of which is true separately.

It affirms the right of Labor to organized industrial action. It affirms the right of citizens to organized political action. With an aberration of judgment it confuses the transmission of a set of sentiments with the exercise of authority over a nation. In conjunction the premises produce mere negation. The platform is not the principles of labor unionism. It is the enactment of lawful givers.

The popular understanding has interpreted this platform as a revival of the spirit of nullification. It is charged with thunder and lightning. It is defiatory. It contends that an arbitrary system of class opinion is more essential than unity of public opinion. It avows the proposition that the fundamental political principles upon which all citizens agree may be subverted by doctrines upon which they disagree. It maintains that the state is bound by more stringent obligations to obey organized privilege than to heed the rights of its humblest citizen.

It menaces society with a class junkerdom. It impeaches our legislative and judicial systems. In arraignment capital it aligns in its indictment that neutral majority which cares nothing for classes, but which is determined to make no contract with any class to keep the peace, and which cherishes with reverence those civil institutions in which all are below the law, and none above it.

Had the makers of this platform looked attentively in the pages of our history and in the faces of their fellow-citizens, they would have seen that the evolution of our common happiness must proceed according to the law of equal freedom.

## Daylight Saving

AS the world war sinks below the horizon the dying glow of its gunfire silhouettes one thrifty gem of truth. This is the economy of kindling our energy with sun-fire. Burning daylight is becoming popular. It is cheap. Buttering our day-labor with an extra hour of lightsomeness is not merely an ethereal fancy, but a practical philosophy of the bright side of things.

Several legislatures in the manufacturing East are debating much about the old maxim of health, wealth and wisdom, and if daylight saving is enacted into a statute it will look like a statue of our grandfathers.

It supplements the artificial sunshine of the Uplift Movement with the actual substance, for it adds an hour of sunshine to the lives of millions. It associates unwonted souls with the sunburst, overwhelming them with the beauty of the dawn and inviting them to communion with dewy Nature. It enables the suburbanite to cultivate the garden, invigorate his spine and luxuriate on home-grown fresh vegetables.

Employers and employees are agreed on its utility. It enables workingmen to capitalize their leisure—for very many will convert the extra hour into money, health or recreation. It reduces the light and power cost in many factories and shops. Educators believe it reduces eye-strain. Physicians think it promotes vitality by encouraging many to mingle themselves with oxygen of the atmosphere.

Dairy farmers oppose it, but they are doubtful in their conclusions. Readers and baseball players are enthusiastically unanimous, and even the students who burn the midnight oil are complaisant.

## Women and Boxing Matches

THE presence "of women of the highest standing" at a recent prize fight plunged into the depths of pessimism those who constantly fear the worst. The country is going to the dogs even faster than good people had supposed. And yet, stop a bit. What a tame thing is a prize-fight—limited rounds, gloves, referee—compared with the battles which women used to witness from the choice seats above the Roman Arena. Things aren't so bad. Even with an audience fifty per cent. women, we shouldn't take it to heart; not at some fights, certainly; there is more rough stuff in Blind-Man's-Buff. As for the society dame of ancient Rome, after seeing a few gladiators get the thumbs-down sign, and a set or two of hand-picked martyrs pass out by the lion route, it is likely that she remarked as she gathered up her wraps: "A pretty slow bunch of bouts, I'll tell the Roman world." Woman has a long, long way to slide before she slips all the way back.



# News Bits at Home and Abroad



*The End of a Perfect Day for Clemenceau (but not the Tigers)*

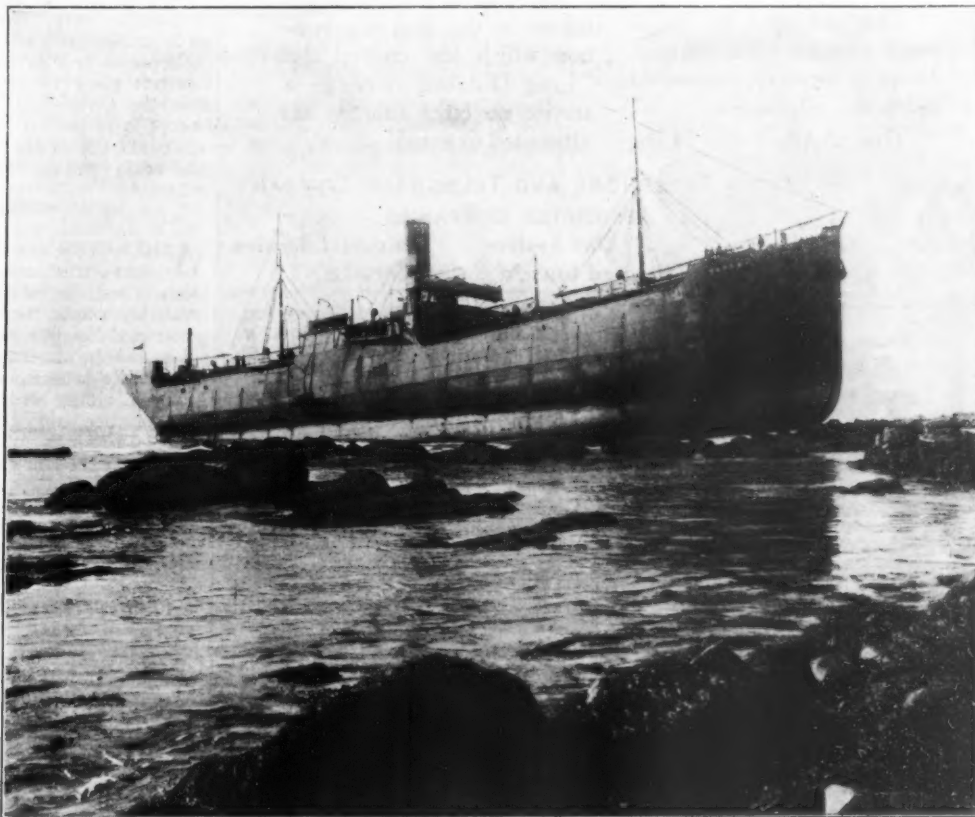
FRANCE'S one and only "tiger"—former Premier Clemenceau—and three of India's jungle kings that recently met a sad, sad fate at the hands of their famous namesake in Bengal. The veteran diplomatist is well over eighty, but during his hunting trip he proved again and again that he still retains his marksman's eye. "It was just as easy

as falling off a log" (or French words to that effect) was his comment on his return to Calcutta, near which this snapshot was taken. No doubt, hereafter, when the old fighter wishes some *real* excitement he will remain in Paris and seek a verbal battle with some of his political enemies, or perhaps take a little journey into Germany.



*The Latest in Gas Masks*

"A THING of beauty is a joy forever." Undeniably true. Equally true is it that certain exceedingly ugly things may, at times, also be a "joy." Here's an example. It is the new U. S. Navy gas mask. Ugly? Rather! But during a fracas on the high seas, amid the smoke and gas, it might look quite attractive to our jackies.



*A Narrow Escape for a Big British Freighter*

THE British steamer *Wandby* aground at Walker's Point, Kennebunkport, Maine. Had a heavy sea been running this picture would never have been taken. In a short time the vessel would have been a hopeless wreck. As it was she was saved, the only damage done being a rip amidships. Needless to add, the captain and crew of thirty men spent some sleepless hours before they were once more afloat. Captains who lose their boats, regardless of the reason, generally have considerable difficulty in getting another position of equal responsibility. An unusually dense fog was the cause of the mishap, which occurred while the ship was en route to Portland from Algiers.



## Bring Me A City!

Heeding no barrier of river, mountain, forest or desert; unmindful of distance; the telephone has spread its network of communication to the farthest outposts of our country.

The ranchman, a score of miles from his nearest neighbor, a hundred miles from the nearest town, may sit in the solitude of his prairie home and, at will, order the far-distant city brought to him. And the telephone obeys his command.

Time and space become of small account when, through desire or necessity, you would call across a continent.

This is what the "Long

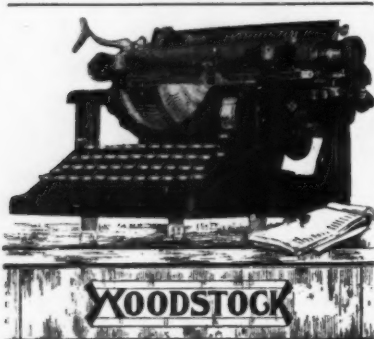
Distance" service of the Bell telephone has accomplished for you; what science in construction has created; and what efficiency of workers has maintained.

You take the telephone as much for granted as you do the wonder of the changing seasons. You accept as a matter of course the company's ability to keep all the parts of this great nation in constant contact.

By so doing you offer a fine tribute to the Bell organization which has created this "Long Distance" service—a service no other country has attempted to equal.



AMERICAN TELEPHONE AND TELEGRAPH COMPANY  
AND ASSOCIATED COMPANIES  
**One Policy One System Universal Service**  
And all directed toward Better Service



IF you have a Woodstock you have the best—a Typewriter that represents a distinct advance in construction and design, embodying every essential feature. An improvement over others in many respects, and costs no more.

Is it worth your while to have a typewriter that is just right; one that you are proud of and will wish to keep always? You can have this excellent writing machine to give you service of the highest quality for years to come. Write now for our handsomely illustrated booklet describing the new No. 5 Woodstock, the latest and best in Typewriters, and monthly payment plan that is new for so good a machine.

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**\$10 Value**  
**ONLY \$4.98**  
**Write Quick For This SMASHING OFFER**  
**We Pay Delivery Charges**

**Send No Money** **\$10 VALUE**

**Only \$4.98** for this genuine super quality regular \$10.00 satin stripe tub silk dress shirt. Sent on approval, no money in advance, payable C. O. D. Made of best quality

**SATIN STRIPE TUB SILK**  
Heavy weight, very durable. Good extra full roomy arm-holes; coat front style; very dressy; soft French turn-back collar; fine pearl buttons; double stitched; finest workmanship; latest nobly satin stripe effect. Black, blue or lavender stripes (fast color) on white background. Sizes 14 to 18. State size and color.

**We Guarantee** to refund your money if you can elsewhere for less than \$10.00. Send no money—just your name, address and size. **We Pay Delivery Charges—Another Big Service.** You pay only \$4.98 on arrival. Write quick, don't lose out on this stupendous bargain. Be sure to state neck size.

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## AS WE WERE SAYING

By Arthur H. Folwell

### HE WHO RIDES MAY LEARN

IT is pleasant to note, when most things are so complex, that card advertising is getting simpler. There appears to be a commendable movement to reduce ideas to their lowest, most elemental, terms. An example is the car-card "copy" of an all-tobacco cigarette. The card, ably illustrated in fac-simile colors, instructs the reader how to break the seal, open the box and extract the smoke. It is no trick receptacle; just a regular cigarette box; but the care with which nothing is left to chance speaks highly for the personal interest that the makers take in their patrons.

Then there is the card of a shaving-cream manufacturer, which makes it crystal-clear, both by text and illustration, that the cream is spread upon a shaving brush; not, as some might suppose, upon a toasted muffin. It is a relief, in these days of involved problems and economic mazes, to find something intentionally and successfully simple; an organized effort to ease the human mind; to lighten its burden of compulsory thought.

Let the work go on. Let the brewer of ginger-ale tell how to pour it from the bottle into the glass. Let the maker of toilet soap show us how to wash our hands, explaining the respective functions of soap and water in the formation of lather. Let the manufacturer of men's garters, with pointing arrows and dotted lines convey the idea that a garter encircles the leg.

A decade ago, they made shows for "the tired business man." Now they write cards for him. It is well. Otherwise, such problems as how to reduce taxes while Congress plans to spend more money than the government receives, or how Europe is to pay us our debt when we won't take any of her goods, will impose such strain upon the "tired" mind that it will crack.

WHENEVER there is hue and cry that a trust or combination "fixes prices in restraint of trade," the accused invariably comes back with a bale of proofs that "supply and demand," good old s. and d., are the sole regulators of cost. Take the matter of coal this spring. An open winter, with no difficulties of transportation, fairly glutted supply. The same open winter, with almost no cold weather, knocked the spots out of demand. You consumers, of course, have noted the tremendous drop in the price of spring coal, due to the operation of a natural law. No?

### BEING YOUR OWN LANDLORD

HAVING recently succumbed to the grand old line, "Why pay rent when you can be your own landlord?" we have made the following discoveries:

Being our own landlord, we find that we resolutely refuse to do anything for ourselves whatsoever.

—That we promise ourselves that we will make repairs, frankly conceding their need, but finding ready excuse for not making them.

—That we duck when we see ourselves approaching, knowing we shall ask ourselves for something we simply cannot afford.

—That, in the little matter of re-decorating, we are having frequent fights with ourselves. We show ourselves a certain room,

asking ourselves if we don't think it should be done over. Shrugging our shoulders, we give answer to ourselves that we don't see anything at all that's wrong with it.

—That every day we say to our wife: "We should be glad to do something for ourselves this spring if we could, but we can't." Adding: "Of course, if we don't like the way we treat ourselves, we can tell ourselves so, and move."

Only we can't; we've got to stick it out. Friends, you will fairly hate yourself once you decide, as we did, to become your own landlord.

"No college curriculum includes a course in good grooming," to quote the advertisement of a retail clothing house, "yet varsity men possess definite and different style preferences." True. And you can almost tell a non-college man by his "college cut" suit.

### THE DANGER IN ECONOMY

ECONOMY of political administration, an economy which is honest, means the death knell of unnecessary political jobs. Lopping off a political head, however, means that the head becomes a sore-head. The mainspring of political machinery is hope of reward; reward in the shape of a soft snap at the public expense. Once you convince a party worker that platform pledges of economy are to be fulfilled, he ceases to be a party worker, because incentive to work is gone. He has no principles; no ideals. From the day when he got his first job as a poll-clerk through the influence of a district leader, he has been animated by one big idea: How can my party be made to serve ME? Who is to supply the political motive-power, in other words, who is to run the United States, if the party worker drops out when economy drops in? God knows. Your average "good citizen" frankly boasts that he "takes no interest in politics." And your party worker, if denied reward irrespective of fitness, won't. It may be necessary to apply to the Courts for the appointment of a guardian for the United States, the same as is done in the case of minors or incompetents. We might do worse, at that.

The old White House custom of having the Marine Band for a lawn concert on Saturday afternoons has been revived. The Marine Band on the White House lawn and the Old Guard Band exclusively in the Senate is the perfection of normalcy.

### THE NEWS FROM RUSSIA

(As we used to get it, and as we get it now.)

Moscow, April 2, 1917: A serious revolution has broken out in Russia.

Timbuctoo, April 2, 1921 (Calcutta, March 27,—Delayed in transmission):—Central News despatches, by camel courier from Tunis, bring word of the arrival at Port Said of a message picked up by the wireless there, stating that a private telegram had arrived at Prague from Harbin, Manchuria, via Pittsburgh, Pa., announcing the receipt by Bolshevik Headquarters, Budapest, of a Helsingfors cable to the effect that a serious revolution has broken out in Russia. As the news comes more directly than the average Russian despatch, its authenticity is not questioned.



# Barker Finds the Reason

By ROY W. JOHNSON

"HELLO, who's in for it now, I wonder?" remarked my host, as his eye fell upon a table at the far end of the club dining-room. "In for what?" I asked, glancing at the two men at the table which had drawn his attention. One was Harvey Blodgett, secretary to Penderson Marlowe. The other, a slight, fair-haired man with a rather sharp nose and slightly belligerent glasses, was a stranger to me.

"That's hard to tell," was the answer, "but when those two get their heads together something is due to drop somewhere. Blodgett you know, of course. And the other chap is Emery Barker, of Invincible Biscuit, Antipodean Sugar, Nova Zembla Railroad, and a dozen other things. In reality it is Barker, and two or three others like him, who keep Marlowe's captain-of-industry crown on straight; and when it shows signs of slipping they get their orders through Harvey Blodgett. Apparently a rod is in pickle for some of the Marlowe interests, and I was merely wondering where the lightning would strike."

This sounded interesting, and I reminded my companion of it later, when we were ensconced in a quiet corner of the Lounge, with cigars lighted.

"Well, to begin with," he said, thoughtfully, "I suppose Emery Barker is one of the few—not more than a half-dozen—real, simon-pure business men this country has ever produced. Don't misunderstand me," he qualified, "there are thousands of men who are experts in some business or other—shoes, steel, dry goods, or what not; there are plenty of efficient manufacturers, and wholesalers, and retailers, and shippers, and so on. But there are very few men who make a study of business as business. Barker is one of them."

"TAKE the way he pulled Antipodean Sugar out of the swamp, back in 1912. He did that because he was able to visualize Business as a Whole instead of merely seeing the sugar business. I happen to know what went on, because I was a member of the Board at the time, and was more or less closely associated with him."

"That was a case where the business was slipping, and nobody on the inside had found it out. Gross sales were increasing from year to year, and things looked rosy enough. But the total consumption of sugar the country over was increasing faster than our sales, and our share of the total business was growing smaller year by year."

"Looking ahead twenty years, as Marlowe did, it was plainly evident that Antipodean would be fighting to keep its head above the water. And, because Marlowe is Marlowe, he did look ahead. Emery Barker came clattering on the scene like a knight careering down the middle of the board, and landed on the easy-going self-complacency of the outfit with all four feet."

"During the next six months or so I saw a good deal of Barker, and acquired a solid respect for his methods of work."

"I can't seem to make it understood," he told me one day, "that I'm not interested either with men or in events. I want to find out, first, why we are slipping; second, what will remedy it for today, tomorrow and all time."

"NOW there was nothing so very remarkable about the discovery we made. It had been right under our noses all the time, waiting for somebody to discover it. It had occurred to him that the condition to be remedied might be found outside our own organization entirely—and so it was."

"Business," he remarked, as we left the office in his modest, almost shabby car, "is simply the process of getting things from where they are to where they are wanted. Iron-ore from Lake Superior to the Woolworth Building in New York, wheat from Saskatchewan to your breakfast table, sugar from Cuba or San Domingo to your coffee-cup."

"We do our part with reasonable efficiency, so far as I can judge, but we drop the product half-way. When the truck backs up to the jobber's receiving room, we're through, as a rule. I imagine we'll find the key to our problem in what happens after that. For a starter, let's go call on Morris Bernstein over on Ninth Avenue."

"Morris had a sign in his window, none too neatly lettered, on brown wrapping paper. 'All This Wk.' it read, 'Granulated Sugar, 18 lbs. for \$1.'"

"Well, there was Morris's sign, and Morris was only too ready to talk about it. 'I give it to you straight, gentlemen,' he declared. 'Not one penny profit can I make on sugar. Every day I am giving it away. The lowest price on the block I must meet, or lose my customer. Not only that—ten, twenty, thirty pounds to the barrel I lose sometimes, in overweight. There stands the customer. Here am I with the sack on the scales. An extra ounce or two in the sack—can I take it out to make the balance right? Not with the customer looking, I can't. I pay for 360 pounds to the barrel, and I get paid for 340 pounds or less, may be. By the end of the year I am paying out good money in losses on sugar.'"

"WE called on many retailers, big and little, that afternoon, and found none who did not admit that if sugar comprised his sole stock in trade he would starve to death."

"I am beginning to suspect," said Barker, as we turned homeward, "that a line of sugar on which the dealer could earn a profit would be enough of a novelty to win his favor and good-will for the refiner that put it in his way. We are in the position of dozens of other producers of staple necessities; we produce something the public insists on having, and we carry it half way. The other half of the job is performed by the wholesaler and the retailer, and this afternoon's experience would indicate that they are poorly paid for it. No doubt it is their own fault, but the question is, what to do about it?"

"And when Barker broached his project of a special grade of fine granulated sugar, packed in sealed cartons under a distinctive trade-mark, and sold to the trade at an average increase of three-tenths of a cent a pound, it nearly caused an insurrection."

"I'm not proposing to go into the package grocery business," he asserted. "I have no idea of changing our system of operation. This new brand will not amount to 1 per cent. of our total business, if it does that. But it will enable us to be the first to offer the trade a brand of sugar which will pay its way, which will eliminate overweight, and which they will not be tempted to cut the heart out of."

"It will enable us to win the good-will of a few thousand small dealers who think of the refiners—if they think of them at all—as a bunch of highbinders. And if anything should happen to cut us off temporarily from our supply of raw sugar, we shall have a foundation to build upon when we want to win the market back again."

"With Marlowe standing squarely behind him, Barker put it over. And in the light of what has happened since, I'll say he was right."



## See big game living its natural life in Yellowstone National Park

—take a Burlington-Northern Pacific Planned Vacation to the Land of Eternal Wonder.

Vast, shambling elk herds, hundreds of ponderous bison, crinkled big-horn sheep, graceful antelope, and—the pranky bears! With perfect safety, you may see them living their old, wild life!

This year enjoy a real vacation in this most spectacular of all national parks, amid its unthinkable phenomena. Besides the animals, see the geysers, the Grand Canyon, painted terraces, fossil trees, and the thousand other marvels of Nature's Wonderland.

Enter at Gardiner Gateway—see Devil's Slide, Paradise Valley, Gate of Mountains, and other magnificent fea-

tures connected with this famous—northern—entrance.

Leave via Cody Road—motor 90 miles, through awe-inspiring Sylvan Pass, towering Shoshone Canyon, past the Government dam—twice the height of Niagara.

Thence to Rocky Mountain National—Estes—Park where you may enjoy its exquisite beauty and peaceful tranquillity. And Denver—the gateway to Colorado's land among the clouds.

Yellowstone Park plus all this—on through trains—in one trip! Take a Burlington-Northern Pacific Planned Vacation!

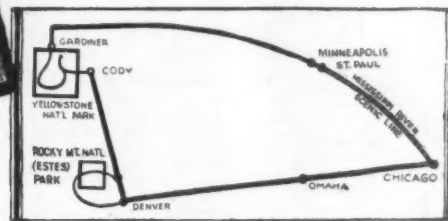
### Free Book of Yellowstone Park

All useful information about Geyserland, richly illustrated with maps and diagram of the park. Send for your copy now!



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Three great wonder spots—Yellowstone Park, Rocky Mountain—Estes—Park, and Colorado, all on one circle trip

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If you don't read Film Fun you don't get all the movie news

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Read what the Present Stars are doing.

See how they do it on the other side of the world.

You get everything in Film Fun for 20c

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# Shavaid

## Makes Shaving Really Pleasant

ALL men with wiry, heavy beards and tender skins, who have longed for a really comfortable shave, will realize their wish when they first try Shavaid, the beard softener.

No need for old-time preparations, rubbing, hot water, etc. Just coat the beard with Shavaid. Then apply your favorite lather without rubbing it in. Then

shave. The beard will come off quickly. Your razor won't pull. Your face won't feel "drawn." You'll need no after-lotions. Shavaid keeps the skin in a healthy condition.

Thousands of men have adopted Shavaid. So will you, once you try it. It ends shaving discomfort. Buy a tube now from your druggist. Begin to enjoy shaving.

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BAUER & BLACK Chicago New York Toronto  
Makers of Sterile Surgical Dressings and Allied Products

## YOUR TROUBLES ARE OVER

### THIS DOES IT



## CHAMPION TRANSFORMERS

Decrease gasoline consumption—give greater power—reduce carbon deposits. They can be attached in a few minutes and from that time you will have a sweet smoothly running motor, which starts easily even in zero weather.

### YOUR MOTOR PUMPS OIL? DON'T WORRY!

The intense, hot blaze at your plug, due to the Transformer, explodes every particle of oil and gas, giving greater power, and leaving no carbon.

**DON'T BE FOOLED BY REPAIRMEN** who tell you that the Transformer is not practical. **THE CHAMPION TRANSFORMER** is not only practical, but it is the only oxygen

burning system of ignition on the market. **Burn more oxygen and less gas.**

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—the result of fourteen years' ignition experience. It is sold on a money-back guarantee, which comes with every set.

The special gauze covering over electrodes is a patented fire-proof feature. Champion Transformers are suitable for any engine that uses a spark plug.

Over 100,000 satisfied customers are using Champion Transformers. Put a set on your car and become a Champion Booster.

### SEND NO MONEY

Write us today and give us your name and address; also the kind of car you drive. We will send you a set of Champion Transformers by parcel post. Pay the postman \$1.50 for a four cylinder set or \$2.00 for a six cylinder set and the Transformers are yours. You also get a free booklet on ignition written by ignition experts which alone will save your usual Spring repair bills.

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In submitting inquiry, you will save time by stating the exact conditions to be met.

## Are You Dividing Your Property with Aliens?

(Continued from page 385)

The common law theory promoted bad industrial feeling. It arrayed the employer on one side in court and the workman on the other. Out of this situation the feeling grew that only the employer had a chance in court. Having wealth, he could arm himself with legal talent, and unless the injured workman had money at his command, he could not hope to fight a successful legal battle against the employer.

Ninety per cent. of the injured employees, according to the statistics, went uncompensated because of their inability to carry their cases into court. Those who did get into the court almost invariably won high verdicts. If a workman was fortunate enough to retain a skillful lawyer, a man who understood juries, it seldom failed that the employer was "stuck" for more than the workman was entitled to receive as judged by the standard which the compensation acts later established.

The workmen's compensation acts were brought forward as a solution of these difficulties. They proposed a certain, definite fixed amount of liability, based upon the average weekly wages of injured employees, each injury that might occur being specifically mentioned in the statute and the amount of recovery being specifically set forth.

Thus a definite basis of liability was created. The employer was no longer in doubt as to the extent of his liability. The compensation acts cut off the chance of either party resorting to jury trial under the common law to obtain a verdict for more than the compensation law provided.

In addition, the right to insure this risk was granted to the employer. Being a definite risk for the first time in industrial history, it was immediately susceptible of insurance. That, to the mind of many industrial authorities, is the greatest feature of the workmen's compensation acts.

**B**UT what is the basis of recovery under the compensation acts? Here we find the true theory of workmen's compensation, and it is out of this underlying principle that the employer mentioned above was forced to pay compensation to non-resident alien dependents.

It was held that if society had profited from the service of a workman during his productive years, society ought to share his loss with him when the agency of his service to society, industry, deprived him of his earning capacity. The pioneers in the movement held that the loss in life and limb occasioned by industry, admittedly more than our wars have cost us, should properly be considered as costs of production and added to the selling price of the product manufactured, just as the cost of raw material, of labor, of rent, of equipment and all other legitimate costs of production are added to the selling price of the product produced by a given industry.

The common law provided damages in full, if the employer was to blame; the compensation law discarded the theory of fault altogether and said that *all* injuries arising out of and in the course of the employment must be compensated, but that all the employer need do is to *share the loss* with the workman. This ranges from fifty per cent. to seventy-five per cent. of the workman's average weekly wages, according to the desire of the particular State legislature.

If a workman was merely injured and prevented from working for a number of weeks, he received the compensation, during incapacity, himself. If he were killed while at work, or died as a result of acci-

dental injuries, then those dependent upon him for support were entitled to receive the benefits. If he had no dependents in fact, mere beneficiaries as known under the insurance law were not entitled to recover. All the employer was liable for was the expenses of burial.

The presence of the foreigner in our industrial centers has brought forth a problem in relation to the workmen's compensation acts which did not occur to the framers of the acts. That is the case of the alien worker who comes to our shores alone, leaving his family in the native country, often for the sole purpose of earning a competence, then returning to the family to live in peace during his declining years.

There is no merit in the argument that dependents should not be compensated; likewise, there is slight argument against compensating alien dependents who have followed the wage-earner to this country and are making a home here and partaking of our national life and sharing in upholding our institutions, even though in a nominal way.

But there is some ground for argument in the case of the non-resident alien dependent who has never come to our shores, and who probably never would, even though the wage-earner had been spared to win the competence he was seeking.

**T**HE right to compensation is found in a duty imposed upon employers by law, a sense of obligation fills the whole transaction. It would appear that society, represented by the employer, owed something to the dependents. But does this duty, does this obligation, appear to be so imperative when the dependents in question are residents of a foreign country, and have never set foot on our shores?

The employer previously mentioned wanted to know; "Why should I, an American employer, be called upon to divide my property with a non-resident alien dependent?"

From a legal standpoint, he was justified in saying that the State, society, owes no duty to the residents of a foreign country. The intention of the compensation acts was to provide for, and to take care of, those who are dependent upon the injured workman, and likely to become public charges, if such aid is not imposed upon the industry causing the death. In no sense can dependents living in a foreign country become public charges of this country, if their relatives are injured or maimed here.

There is no reason why foreign labor should be encouraged to come into this country and, while enjoying the full protection of our social laws, acquire money that will later be taken away. In law, a duty imposed presupposes a corresponding obligation upon the other party. The dependency clause in the compensation acts presupposed that aliens would bring their families and enter into our life. It even presupposed that those persons dependent upon the workman would be living with him at the time of his injury, for several of the laws provide that a wife can not be considered to have been dependent upon a workman unless she was "living with him" at the time of his injury.

The courts have entirely spoiled this intent and this purpose in the statutes by holding that a wife is "living with her husband," within the meaning of the law, if he sends her part of his wages regularly. The same construction has been placed in the case of other dependents.

It is not unfair or a miscarriage of justice to hold that only those who have entered into our national life to the fullest, who are performing the obligations of being



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members of our society to the fullest measure, should be entitled to the fullest benefits of our social laws. In fact, if non-resident dependents were denied compensation absolutely, it would encourage such laborers to bring their families to this country, or it would cause them to stay away entirely.

The leading case on this point came up in California. It was urged by the employer that no principle of public welfare was to be served by requiring payments to non-resident aliens. The majority of the court, however, took the stand that this view was too narrow, and said:

"If it may reasonably be thought that the best interest of the State, of the employers of labor, and of those employed, as well as of the public generally, are promoted by imposing upon the industry or the public the burden of industrial accident—and some such theory lies at the bottom of the workmen's compensation statutes—the residence and citizenship of the injured workman, or (if he shall have met death) of his dependents, are factors entirely foreign to the discussion. The legislature has determined that the employment of labor in given pursuits entails upon the employer certain responsibilities toward the persons performing the labor and those dependent upon them. There is no constitutional or rational ground for limiting the benefits of this legislative scheme to citizens or residents of this State. If the employment was such as to fall into the State's law-making jurisdiction, the legislature certainly had the power to pass laws operating uniformly upon all persons affected by such employment."

One judge, however, did not subscribe to the majority view of the court. He dissented in the following vigorous language: "I dissent from the view which justifies the giving of property of a citizen of this country to non-resident aliens who are not even within the jurisdiction of the State. By no conceivable stretch of the imagination of which I am capable can I perceive that the support of such non-resident aliens is any part of the duty of the State, or that provision for such support comes within any possible legitimate purview of the police power."

SEVERAL States, however, have taken the view that non-resident aliens are not entitled to the same rate of compensation as dependents residing in this country, and they have cut down the percentage of recovery. Kentucky, for instance, allows aliens to recover just half the amount that American citizens are entitled to recover in such instances.

Other States have so defined the status of dependency that it is practically impossible for non-residents to recover compensation. Their statutes require it to be shown that contributions were made by the deceased to the alleged dependents prior to his injury, or death, before an award will be made. Dependency *in fact* must exist.

The fallacy of this provision of the law affecting such a large portion of our industrial population cannot be better illustrated than to quote an example which took place during the War.

Our Government failed to declare war on the governments of Turkey and Bulgaria. We did, however, declare war upon Germany and Austria-Hungary, and awards of compensation to the dependents in those countries of workmen employed in the United States was impossible, because to have compelled American employers to pay compensation to persons residing in those countries during a state of war would have amounted to nothing short of aiding and abetting the enemy.

But all during the war, the employers of the United States were compelled to pay compensation to dependents living in Turkey and Bulgaria, particularly Bulgaria, for there are a large number of

(Concluded on page 398)

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## MOTOR DEPARTMENT

Conducted by

H. W. Slauson, M. E.

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1. Why the modern car should not be run without the storage battery?

2. What is the Hotchkiss drive?

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1. Why is the four-speed transmission used abroad even in small touring cars?

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in countries in which fuel costs two, three and even four times as much as is the case in the United States. Thus, the Europeans are willing to shift gears frequently in order to obtain the fuel economy of such a method of operation.

2. What is the diameter of a wheel on which a 34 x 5 inch tire is used. Also a 37 x 5?

Inasmuch as thirty four or thirty-five inches represents the extreme diameter of the tire and the five inches represents the diameter of the cross-section, we deduct twice this diameter of cross section from the entire diameter to obtain the inside size, or diameter, of the wheel over which such a tire would fit. Thus a 34 x 5 inch tire is used over a 24-inch wheel and a 37 x 5 inch tire over a 27-inch wheel. In like manner, a 34 x 4 inch tire will fit a 26-inch wheel. [34-(2 x 4)].

### SPRING HOUSE-CLEANING FOR THE CAR

UNFORTUNATELY, the increasing year-round use of the car has served largely to eliminate the annual spring over-hauling performed by those motorists of a decade or so ago who religiously "put their cars up" for the winter. While electric lights and self-starters, hard-surfaced roads, closed bodies and other cold weather comforts have brought the modern automobile into its most effective field of usefulness, it, nevertheless, requires as rigid inspection, adjustment and general over-hauling as did the "horseless carriage" ancestors of today's motor car.

Therefore, regardless of whether a car is used twelve months in the year, or but seven months out of that twelve, the spring is the best season for such inspection and over-hauling. The action of cold, snow and frozen ruts affects many parts,

including the engine, cooling system, steering gear and tires. The formation of ice in the radiator may have started a small leak which may have become plugged through the accumulation of rust. In any event, a thorough cleaning of the inside of the radiator with a solution of about five pounds of washing soda and five gallons of hot water is advisable, whether the car has been used constantly or has remained idle. The engine should be run for a few minutes, and then this caustic cleansing agent may be drained out. The amount of rust and other deposit which will be removed will be astonishing. Any leaks which develop after this severe treatment should be repaired by an expert.

The engine oil should be drained from the reservoir, a few quarts of kerosene added, and the engine run for a few seconds slowly in order to distribute the kero-



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Trucks must be inspected daily and overhauled frequently. Otherwise they could not withstand such treatment as this.

sene thoroughly throughout the lubricating system. The kerosene should then be drained out and fresh oil added.

The above treatment should not be confined to the annual overhauling, for it is advisable to repeat this process each 800 or 1000 miles. It is especially necessary after a winter's run, however, inasmuch as the cold weather will cause a condensation of the fuel. This condensed vapor will gradually seep past even the best of piston rings and will eventually reach the crank case where it will dilute the lubricating oil contained therein.

Passages leading from the grease cups to the point of lubrication may become stopped through the hardening of the grease. Grease will dry out and harden through the effect of time or cold, and thus the grease cup, which is merely screwed down occasionally, will not always serve its purpose. The cause of this obstruction should be removed and a wire inserted into the channel to make certain that all is free and clear. The application of a small amount of kerosene may serve to soften any hardened or gummed grease in this lubricating channel.

Winter driving through frozen ruts, either of mud or of snow, will loosen the steering gear and, in the case of a light car, may often bend the axle or tie rod. The wheels should be tested for proper alignment, always remembering that when the car is at rest, the forward portion of the front wheels should be about three-eighths of an inch closer together than the rear portion, and that the distance between the two at their point of contact with the ground is less than the same measurement when taken at the top. Some steering gears are provided with adjustments which will remove the slack of play at the worm, others are designed with two or three surfaces which may be brought into contact in succession as one becomes worn. This will reduce the amount of play and will make steering easier and safer. Remember, however, that a certain amount of play (from three-quarters of an inch to two inches) is advisable in the steering wheel.

Universal joints will have received especially severe service during winter driving for snowdrifts and other road inequalities will serve continually to change the angle at which the power is supplied to the rear wheels. These joints should be examined for undue play and should be well packed in grease, unless they are of the fabric type which need only be inspected to make certain that the clamping bolts are properly secured.

Unprotected springs will also require attention for the mud and water with which they will have been splashed during rain-storms and thaws, will work its way between the moving surfaces and create rust. The frame of the car should be jacked up to relieve the weight on the springs, and then each leaf should be sepa-

rated while copious quantities of special spring lubricating oil, or a quantity of kerosene or cylinder oil is brushed or swabbed on the sides so that it will penetrate to all sliding surfaces.

The tires will doubtless have been chafed and bruised through abrasive contact with the sides of ruts. The side wall of the tire is its weakest portion, and once the covering of rubber is removed, the fabric will be exposed to the deterioration of rain and dampness. Cuts in the tread should be cleaned and plugged in order to prevent the entrance of sand, with the eventual tread separation which is certain to follow.

The storage battery will have been subjected to harder service than any other part of the car, for winter runs are usually short, and the time required for starting is longer than in warm weather. In consequence, the battery is usually called upon to deliver more energy than is supplied to it by the engine, with the result that the spring will find it in an exhausted state. A battery service station, however, can generally bring back its former strength, and a thorough inspection in the hands of an expert is strongly advised.

Many other portions of the car will require inspection, especially as the spring marks the transition from the severe short runs of winter to the long tours of summer, during which time we would all like to have the possibility of road-side trouble reduced to a minimum. This presupposes a thorough inspection of every part of the car, including a test of each nut, bolt and screw to make sure that it has not worked loose. Spring clip nuts are especially liable to require tightening and if this is included, spring breakage is more infrequent than would otherwise be the case. Body bolts and fender nuts which are not tightened will produce squeaks and rattles—always the mark of a car not properly cared for.

The man who keeps his car in perfect mechanical condition will also take pride in its appearance. No piece of furniture receives more care in its original finish than does the modern automobile. In consequence, the motor car should receive the same care with wax and polish as does the grand piano—more, in fact, for the former is subjected to the action of heat, cold, rain, mud and tar, whereas the pampered musical instrument is protected from the elements.

If the paint is not damaged or cracked, one or two coats of varnish may serve to restore the original luster so much admired when the car was new. Such varnish may be applied by the owner after the original coats have been rubbed down thoroughly with fine sandpaper or steel wool and washed with gasoline. The varnish should be applied in a warm, dry room, thoroughly protected from the dust and extremes of temperature. After the varnish does become thoroughly dry, a thorough drenching with cold water will help to harden, or "set" it.



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Name

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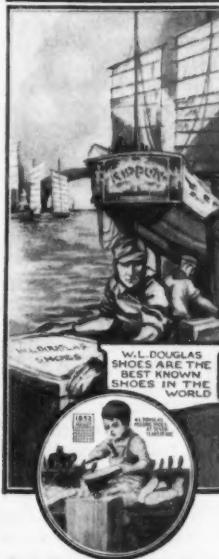
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IN the effort of the nation to return to normal economic conditions the attitude of labor has outstanding importance. On it depends in a marked degree our recovery from the reactions of the World War. Two courses present themselves to the hired workers of this country: They can either acquiesce readily in the necessity of readjustment of wages to a deflated standard, or they can resist the downward tendency and refuse to serve at lowered pay. The former would be their wiser and better policy.

By the force of natural law the prices of commodities are falling and that same law is bound to lessen the nominal reward for all kinds of service also. It is well for labor to realize that not the number of dollars which men earn is the great thing to be desired, but rather greater buying power in the money they receive. A dollar which would purchase no more than what would be fifty cents' worth of necessities in normal times is no better when prices are high than half a dollar is when these are low. Hence, when prices decline in all directions labor cannot escape a recession in its own quotations. It will not in that case actually be getting less remuneration.

Workingmen resent the classing of labor as a commodity, but that is something of a quibble. Labor is service, and as such is appraised at its intrinsic worth to some portion of the community. Commodities, too, are valuable only because of the service they render to humankind. They would have no value if they failed to render service. The service rendered is the criterion for all prices and labor cannot sidestep this fact. Intelligence, thrift and sound morale would impel labor to accept the decree of circumstances and not fight the inevitable. Strikes against justifiable wage-reductions from now on are likely to be futile. They may be protracted, but they cannot, in most instances, win out. The safer way is to refrain from them, at this juncture at least, for they will simply inflict want and misery on the families of those who engage in them, and retard that increase of production in which lies the country's economic salvation.

Unsettlement and turmoil or calmness and sound conditions await us according to the will and action of labor. Labor can determine whether we shall have progress out of our economic depression, or a halting of industrial and commercial activities, or a possible retrogression to a worse state than we have yet experienced. A widespread conflict over wages would throw the country into confusion and paralyze trade and industry. The adverse effect of that on the working people would be severer than on any other section of the population. Those who toil with their hands cannot afford to listen to agitators or leaders who counsel an uncompromising stand in this matter. In declaring that there must be no serious cut in the pay of his followers, Mr. Gompers shows himself an unwise champion, looking at but one narrow phase of the situation. The interests of labor are not the only interests in

this great land to be considered. The interests of employers and the interests of the public are no less vital and righteous than those of labor. These three sets of interests must be harmonized if the country is to regain and retain its old-time prosperity. Hence, there should prevail the spirit of conciliation between labor and capital. There should be a regard all around for the rule of reason, and a recognition of the fact that compromise of differing views is absolutely essential.

It promises well that the irreconcilables in the ranks of labor are growing fewer. Hard common sense is asserting itself in many places and men are gracefully accepting reasonable reductions in wages. There is no other way to save many important industries from disaster. Our railroads, for instance, are having their backs broken by the heavy burden of unwarranted labor costs. The total payroll of the railroads for 1920 was about \$3,600,000,000, while the net operating income was only about \$62,664,000. The entire increase in freight and passenger rates which was expected to make the railroads solvent was absorbed by increased wages. Not all enterprises are in so bad a plight as are the railroads, but that is because private corporations have not been so subjected to governmental interference.

There are plenty of reasons for looking forward with hopefulness and confidence. It is impossible that labor and capital shall not heed sensible counsels, and by dealing justly with each other avert the wrecking of our economic future. If the minds and dispositions of both sides shall be properly readjusted, external good results will surely ensue. Should that happen soon, this might still be made a satisfactory year for labor, for business, and for the securities market.

K., INDIANAPOLIS, IND.: Norfolk & Western is one of the best of the railroads and its stock is highly regarded. It has an investment quality, and if the railroad situation should improve the dividends look assured.

I., CAMDEN, N. J.: Listed industrial bonds of a high grade include Baldwin Locomotive 1st mortgage 5's, General Electric deb. 5's, Republic Iron & Steel s. f. 5's, Indiana Steel 1st mortgage 5's, Bethlehem Steel ref. 5's, U. S. Rubber 1st, and ref. 5's. Distribute your \$10,000 among these.

M., BUTLER, PA.: The American Cotton Oil Co. suffered a heavy deficit in earnings in 1920. It had to pass its common dividend and unless earnings should prove much larger this year the dividend on preferred would not be entirely secure, though the company has still a considerable surplus. The stock has a long dividend record and the company is in strong hands.

L., ALBANY, N. Y.: Among the best regarded external loans of European countries are Belgian 6's and 7½'s, Denmark's 8's, French 8's, Norway 8's, Sweden 6's, and Switzerland 8's. In purchasing the internal loans advantage may be taken of the low rates of exchange, but the external loans are in some respects preferable. Interest and principal of these are payable in United States money and the internal bonds are payable in the currency of the company issuing them.

K., WAUPUN, WIS.: I would not advise you to invest any part of your \$500 in United Retail Candy or Pacific Oil, both non-dividend payers and long pull speculations, or Skelly Oil, a speculative issue. Cities Service is a better proposition. It is a dividend payer and the company is one of the largest and most prosperous public utility and also oil-producing concerns in the country. Cities Service 6 per cent, preferred is an excellent business man's investment. For a large return with reasonable

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safety you might buy French Government 8's or U. S. Rubber 7's. Nobody can foresee what the course of the market will be during the next year. Presumably as readjustment nears completion business will revive somewhat and prices of securities, therefore, improve, but there are too many contingencies to make it safe to express a positive opinion.

**B., BROOKLYN, N. Y.:** The Cerro de Pasco Copper Corp. owns valuable mines in Peru. Its ten-year convertible sinking fund 8 per cent. gold bonds, totaling \$8,000,000, are due January 1, 1931. They are redeemable on any interest date after sixty days' notice at 105 and accrued interest. They are convertible into stocks at the rate of thirty shares of stock for each \$1,000 principal amount of bonds. Earnings of the corporation are several times interest requirements. At present quotation they are inviting.

**G., OMAHA, NEBR.:** It would be better to buy the Pacific Gas & Electric Company 1st and ref. mortgage twenty-year 7's than to put your money into speculative stocks of a new and unseasoned concern. These bonds aggregate \$10,000,000. They are due in 1940 and are redeemable at 110 and accrued interest up to December 1, 1930, and 105 and accrued interest thereafter. The company is one of the most successful public service corporations. It operates in 36 counties of central and northern California. Its earnings show an ample margin over fixed charges.

**H., BUFFALO, N. Y.:** The Massey-Harris Company, Ltd., of Canada, was established in 1847 and is now the largest manufacturer of agricultural implements in the British Empire. It has an American subsidiary in the Massey-Harris Harvester Company, Inc. Both companies report prosperity and have long dividend records. They have no funded debt except \$4,000,000 ten-year 7 per cent. sinking fund gold debenture bonds, due in October, 1930. Net profits in 1920 were more than six times interest on the bonds. The bonds seem to be an excellent business man's investment.

**W., ANNAPOLIS, MD.:** The proceeds of your late husband's life insurance policy should be invested in securities that are safe. You cannot afford to take chances that may imperil the financial condition of yourself and little children. Don't listen to the peddlers of cheap oil and mining stocks. Buy with the \$5,000 sound bonds like the Liberty Loan issues, Atchison gen. 4's, U. S. Steel s.f. 5's, Bethlehem Steel ref. 5's, or U. S. Rubber 1st & Ref. 5's, or such stocks as U. S. Steel preferred, S. O. of N. J. preferred, Bethlehem Steel 8 per cent. preferred or C. C. C. & St. L. preferred.

**L., TOLEDO, OHIO:** Better not risk your children's money on the common stock of any company. Bonds that are legal investments for savings banks and trust funds are the securities you should buy. Here are some of that character: Central Railroad of New Jersey gen. mortgage 5's, Atchison gen. mortgage 4's, Norfolk & Western 1st consol. 4's, N. Y. C. and H. R. R. 1st, ref. 3 1/2's, Union Pacific 1st, land grant 4's, Illinois Central 1st, mortgage 3 1/2's, Louisville & Nashville unified mortgage 4's, Southern Pacific 1st, and ref. 4's, Delaware & Hudson 1st, and ref. 4's. These issues for safety follow close on the heels of Liberty Bonds.

NEW YORK, April 2, 1921.

### Free Booklets for Investors

William H. Herbst, 20 Broad Street, New York, is sending out to all applicants his Booklet L, explaining puts and calls and the opportunities offered by them in the stock market.

Stock options—puts and calls—guaranteed by members of the N. Y. Stock Exchange may be purchased of S. H. Wilcox & Co., 233 Broadway, New York, whose descriptive circular L will be mailed on request.

First mortgage 8 per cent. loans on Montana farms, well-secured and ranging in amounts from \$1,000 to \$3,500, are offered by the First National Bank of Plentywood, Montana. Write to the bank for its list of loans.

Discussions of the position of equipment stocks, Pressed Steel Car, Haskell & Barker Car Co., and Pure Oil's record are printed in the latest issue of "Securities Suggestions," which may be obtained from J. S. Bache & Co., 27 Pine Street, New York, on request for L-5.

If you are a business man and an investor and wish to succeed you will find it helpful to read the pages of the widely known and well regarded "Bache Review," copies of which can be obtained from J. S. Bache & Co., members N. Y. Stock Exchange, 42 Broadway, New York.

Among the attractive features in the current issue of "Investment Survey" are articles on Kansas City Southern, Chesapeake & Ohio, Union Oil of Calif. and Chandler Motors. A copy of this excellent market letter, as well as the details of a twenty-payment plan, may be obtained of Scott & Stump, specialists in odd lots, Stock Exchange Bldg., Philadelphia, and 40 Exchange Place, New York.

The 7 per cent. Investors bonds dealt in by the Investors Company, Madison & Kedzie State Bank, Chicago, and Inter-Southern Bldg., Louisville, Ky., are secured on high-grade city property, and the bank mentioned has placed much money in them. These bonds can be bought on the partial payment plan for initial sums of \$10 and up. For fuller particulars write to the company for Booklet No. I-11.

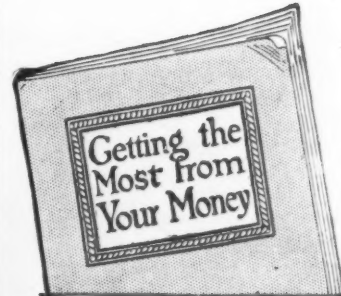
Among the most popular and remunerative issues of the time are the railroad equipment trust obligations. These are well secured and have a ready marketability, besides making liberal yields. A useful booklet describing such securities, together with the latest issue of "Cassatt Offerings," a selected list of conservative investments, will be sent to all who ask for booklet L-4 of Cassatt & Co., Philadelphia.

Investors looking for securities that make high returns will find it to their advantage to consult a pamphlet prepared by Charles H. Clarkson & Co., 66 Broadway, New York. It covers both the stock and bond markets and indicates issues that are most desirable. These issues may be purchased at prices to yield 7 per cent. and even 8 per cent. It would be advisable for investors to apply at once to Clarkson & Co. for booklet LW-46.

A new booklet, "Common Sense in Investing Money," has been prepared by the well-known house of S. W. Straus & Co., 150 Broadway, New York, and Straus Bldg., Chicago. It analyzes the investment field and shows how to select the best worry-proof investments now in the market. Its recommendations are backed by a business record of thirty-nine years without loss to any investor. Interested investors should immediately send to Straus & Co. for booklet D-1103.

It should make any investor highly contented to receive 7 per cent. on an investment, combined with safety. Many purchasers have expressed full satisfaction with the Miller 7 per cent. mortgage bonds, thorough investigation of which is invited by the dealers in them, G. L. Miller & Co., Inc., 107 Hurt Building, Atlanta, Georgia. The bonds are in denominations of \$100, \$500 and \$1,000. They mature in two to ten years and may be bought on the partial payment plan. The firm has issued two interesting booklets, "Demonstrations of Satisfaction" and "Creating Good Investments." These will be sent to any applicant.

The remarkable opportunities now offered in the securities market are illustrated by the fact that \$1,000 invested in many classes of high-grade bonds today will yield as much as \$2,000 invested before the World War. Investors possessing surplus funds should not defer too long the purchase of first-class securities at the very low prices prevailing at this time. The National City Company, National City Bank Bldg., New York, with offices in more than fifty cities, has a national reputation as a responsible distributor of bonds, preferred stocks and acceptances. Its current list of carefully selected bonds and preferred stocks shows unusual values and should be in the hands of all substantial investors. This list will be sent on application for L-100.



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Under this Heading

### "Free Booklets for Investors"

on this page you will find a descriptive list of booklets and circulars of information which will be of great value in arranging your investments to produce maximum yield with safety.



## Age is not measured by years

**H**EALTH itself determines the length of life and your enjoyment of it. Because of their physical well-being, many people in advanced years carry youth well into later life. Their joys, their pleasures, their whole outlook on life is that of youth. The eminent bacteriologist, Metchnikoff, claimed that "old age" is due in great part to poisons generated in the intestinal canal.

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As the dropping of water wears away the stone, so does the continued action of intestinal poisons enfeeble the body. Constipation of long standing is responsible for many of the maladies of old age—hardened arteries, high blood pressure, hemorrhoids (piles), kidney and bladder troubles, and the like. It favors the advance of asthma, catarrh, rheumatism, and other ailments that bring discomfort and suffering to those in later life.

### After Life's High-Noon

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Nujol is prescribed by leading medical authorities as a safe and efficient aid to health in advanced years as it relieves constipation without any unpleasant or weakening effects. By softening the food waste, it enables the many tiny muscles in the walls of the intestines, contracting and expanding in their normal way, to squeeze this waste along so that it passes naturally out of the system. Nujol prevents constipation because it helps Nature to maintain easy, thorough bowel evacuation at regular intervals—the healthiest habit in the world. Nujol is absolutely harmless and pleasant to take. Try it.

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## Making Your Own Sunshine

(Concluded from page 387)

shine is good for you, it must be good for others.

Think about what it means to all those who by love or circumstance are brought into touch with you!

We all know what a draught of refreshment it is when a sunny person comes into your company. A cheerful member redeems the meeting, a cheerful daughter is a godsend to the family, a cheerful workman lights up the shop, and even a cheerful face among the passengers of a railway coach or waiting-room makes a distinct contribution to the well-being of all the crowd.

Why not be one of these sunshine spreaders? Why not have every group glad to welcome you, every party brighten when you appear, or every one in the room sit up and look relieved when you enter?

Make your own sunshine, and carry it with you, and you get what every creature wants—appreciation and affection.

Perhaps it is because you are unlit that you are unloved.

There are other ways of getting "lit up" than by getting drunk. Indeed there are other and subtler ways of intoxication than by alcohol.

For the prime and best intoxicant is Light.

The whole earth thrills every morning when the sun appears. Delight and desire run through every little flower. Every bird and heart awakes to life's adventure.

Be a mimic sun, a point of light, a maker of sunshine.

Not merely a lover and absorber. Any one can love the sunshine. Few know how to make it.

Make your own. Bear it about. Let it shine through your speech and acts and manner.

And you will be paid—paid in the best coin of all the world—paid by LOVE.

## Are You Dividing Your Property with Aliens?

(Concluded from page 393)

Bulgars here, and there was no legal way to prevent it. Our employers were "aiding and abetting" the enemy in time of war, merely because of the failure of our Government to declare war upon "the whole rotten brood."

IT was an interesting and a surprising thing to observe, as the war broke out and time moved on, the change in the complexion of claims presented by non-resident aliens living in the domains of the Central Powers. We did not declare war on Austria-Hungary until some weeks after we did on Germany. Immediately after war began on Germany there was a great influx of claims by citizens of Austria-Hungary. Not a claim from anyone living in Germany.

Then, we declared war upon Austria-Hungary. Claims ceased from citizens of that monarchy and there was a great influx of claims from Bulgarians.

Under our treaty provisions dependency is proved by forwarding certified copies of marriage records and birth notices from the home of the claimant. The entire transaction passes through the various foreign consuls and officers in this country. What opportunity has the American employer to ascertain whether the records are genuine, or what opportunity has the court, for that matter, to discover whether the records are correct?

It would seem, in the midst of all our agitation for "Americanism," that the surest way to solve the problem would be to deny non-resident alien dependents compensation at all.

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# Why They All Laughed at Me

**Y**ES, they *did* laugh at me, for I heard them way in the next room. I was mortified, humiliated. I felt that I could never face any of them again. But let me tell you how it all happened.

You see, we had always been friends, Tom and I—ever since that day, long ago, when he had fought Ralph Curran for the privilege of carrying my books home from school. Of course, we scrapped every now and then, as youngsters do, but we were really inseparable companions throughout our school days. And when the time came for him to leave for college, I hid in my room and cried for two whole hours.

Tom wrote to me only once while he was at college, one stiff little note in the very beginning that told me he had arrived safely and that it was not very pleasant to be a freshman. And then silence—four long years of silence when only the enthusiastic reports of his mother revealed how popular he had become. He did come home one summer, but it just happened that I was away on a visit and missed him.

Soon I began to wonder whether I had really ever known this Tom at all—this popular, football hero Tom whom the village folks spoke of with such pride. And I began to look forward to the day when he would come back—a graduate!

## Tom Comes Back from College

One day I met Rose in Daly's store. "Did you see Tom?" she asked. "He just got back from college."

I could not restrain the warm flush that quickly spread over my face. "Yes?" I said, trying to appear indifferent—but I hurried away so that she could not see how eager I really was.

So Tom was back again—Tom who had called me his "pal" way back in school-time days. Would he remember me? Would we be friends again as we used to be? I began to wonder—and dream—

Then I saw Tom! I knew him right away, although he had grown tall and broad and remarkably handsome. He knew me, too, in spite of my tucked-up curls and lengthened skirts. "Well, if it isn't little Freckles!" he grinned (he had always called me Freckles). "Haven't changed a bit, except that you're quite a young lady now, aren't you?"

## We Begin a New Friendship

Well, if I hadn't changed, Tom certainly had. His walk, his speech, his very manner had a new buoyancy, a new animation that found in me an immediate response. I felt suddenly that the school-boy I used to know had dropped out of my life forever, and in his place was this glowing young man who seemed to be the incarnation of all that is cultured, polished and well-bred.

"Having a little party at my house Sunday," he was saying, "some friends I made at college. I'd like to have you come, too. You'll come, won't you?" he added eagerly.

"I—I think so," I answered.

And so we walked home together, and as we passed the old school-house Tom said, "Remember the time I had a tussle with Ralph, and you let me carry your books home

because I won? You said your motto was 'to the victor belong the spoils'—remember? And we both laughed.

## I Prepare for Tom's Party

I was elated when I found that no one in the town had been invited to Tom's party except me. Only his college chums were going to be there, and I just knew that I'd have a wonderful time. The first thought that came to me, of course, was "what shall I wear?"

That started me wondering whether a number of friends at a party was a formal or an informal affair. I began to wish that I knew just what the other girls would wear—what the proper and correct thing was. I finally decided on my little blue taffeta, because it was neither too elaborate nor too simple.

When the day of the party arrived I was just the least little bit excited—and perhaps just the least little bit proud. Rose came hurrying in early in the afternoon to tell me that two of the prettiest and most stylish girls she had ever seen had just gone into Tom's house. And I was to be there, too, I told myself happily! I was to be just as much a guest as those two pretty college friends of Tom's.

No wonder I was all a-quiver when the time came to go. One more hasty glance in the mirror; one more fond pat at the crisp folds of the taffeta; one more delighted smile at the beaming face in the glass. And then, off to Tom's, confident that I could "hold my own" even among the most fashionable of his friends.

## A Serious Blunder—And Its Consequence

Tom was waiting for me. He greeted me with the same sincere smile that had attracted me to him the very first day he had returned from college. "They're all here," he cried gaily. "Come on in and be introduced."

I followed him into the drawing room and stopped suddenly at the surprising beauty of the scene that confronted me. The huge room was beautifully decorated with wreaths of many colored flowers. Several young girls in beautiful gowns were chatting and laughing merrily with young men who were only less handsome and charming than Tom. It was glorious!

Perhaps it was the dazzling beauty of this unaccustomed scene. Or it may have been the many strange faces turned toward me in curiosity. But it all happened so quickly that I didn't even realize it until I looked at Tom and noticed that he glanced abruptly away. I noticed too that his guests were trying hard to conceal their amused smiles! I realized then the terrible blunder in etiquette I had committed and I crimsoned with embarrassment. I must avoid the smiles of these people: I must avoid the surprised glances of Tom. Hastily stammering that I had forgotten something in the next room, I rushed out and closed the door behind me.

Then I heard them laugh! Yes, they laughed. Tom and his friends—laughed heartily at the miserable mistake I had made. I could not blame them; it was a ridiculous and unforgivable blunder. Hot tears filled my eyes, but I brushed them angrily away. It wasn't my fault either! I had never gone to college and learned all about what was correct to do and say and wear. No one had ever bothered to teach me, and I had never read about it anywhere. Oh, if I had only read a good book on etiquette this would never have happened!

## What I Learned From the Encyclopedia of Etiquette

Later, when I saw an announcement about the famous Encyclopedia of Etiquette, I immediately sent for it.

Before I had finished even one chapter, I found out how I could have avoided that terrible blunder I had made when I entered Tom's drawing room. It made everything so clear and concise that I just knew that I could never make that mistake again.

And soon I found that I had been making other serious breaches in etiquette that I never even knew about. Why, I actually didn't know how to introduce two people to each other. I didn't know whether it were correct to say *Mrs. Brown, meet Miss Smith* or *Miss Smith, meet Mrs. Brown*. I didn't know which of these two forms was correct, *Bobby, this is Mr. Blank* or *Mr. Blank, this is Bobby*. I didn't know whether it were proper for me to shake hands with a gentleman upon being introduced to him, and whether it were proper for me to stand up or remain seated. I realized then that to be able to introduce two people correctly, to make conversation flow smoothly and pleasantly, is one of the important arts that the cultured person must master. The Encyclopedia of Etiquette made it all so clear to me that I can never make a mistake again.

A chapter on dinner etiquette told me how to act at table, whether it be in the humblest home or the most magnificent restaurant. It explained everything, from the removing of fruit stones from the mouth to the cultured and impressive way of holding a spoon and using a fingerbowl. After finishing the chapter, I was eager to have guests for dinner, so that they could see how well I knew and understood table etiquette.

They laughed at me—yes, but they shall never have the opportunity to laugh at me again. The Encyclopedia of Etiquette has taught me what to do and say and write and wear on all occasions, under all conditions.

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